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RIO DE JANEIRO, OCTOBER 5th, 1888.

THE disturbances created at the redemption bureau (*caixa da amortização*) in this city on the 29th ult. because of the large crowd assembled to exchange the called-in 10\$ notes, ought to awaken the minister of finance to the desirability of providing better means for this service. The crowd was so great that it was impossible to serve all, hence many had to go away and submit to an arbitrary discount on the notes. This is, to speak frankly, nothing less than sheer dishonesty. No one will take the trouble to go to the redemption office and lose an hour or two in the exchange of a few notes, until absolutely obliged to, and that brings everyone in at the last moment. We have again and again called attention to the policy of requiring all public departments to receive these notes and send them in for redemption, and to arrange with all the banks for a similar service. By such means any issue of notes could be redeemed in a very few weeks. Instead of this, only the one office in this city and the sub-treasuries in the provincial capitals, are authorized to redeem called-in notes, all the other public offices paying them out up to the last moment. We ourselves received called-in notes from the postoffice, which is in the same building as the redemption bureau, on the 27th ult., and another lot on the morning of the 29th which had been paid out by a bank of this city on the preceding day. In view of the fact that a discount is exacted on notes after a specified date, it is manifestly dishonest for a public office to re-issue called-in notes and compel private individuals to take the risk of losing a percentage on them. No public office ought to be permitted to re-issue such a note. Then, as for the banks, it would be very easy for them to separate these notes as soon as the call is issued and as fast as they are received, for the purpose of redemption. The government might very properly make satisfactory arrangements with them to send these notes in, say in packages of 1,000\$, and thus relieve merchants and the public from the annoyances arising during the last few days. An intelligent desire to accommodate their patrons ought to inspire the banks to do this, even if the government offers no inducements. As it is, everybody tries to shift the duty and responsibility upon another's shoulders; hence the difficulties and losses at the last moment.

English capitalists who are now showing so much anxiety to invest in Brazilian railways and other undertakings, will do well to read the published letter of Mr. William

Speers, superintendent of the S. Paulo railway, in regard to the embargoes and legal proceedings resorted to for the purpose of preventing that company from constructing the additional freight sheds at Santos required by its traffic and authorized by the government. These sheds are being built upon grounds formerly belonging to the convent of Santo Antonio, which were legally disappropriated in 1861 and now belong to the company. On the 23rd ult., however, the *Jornal do Commercio* of this city announced that the minister of marine had ordered the prosecution of the company for clandestinely filling in marine lands belonging to that port. This is but one of the obstacles raised to prevent the S. Paulo company from executing urgently necessary works and to compel it to surrender property and privileges legally guaranteed and duly paid for. This property in question was included in the first plans of the road confirmed by imperial decree in 1855; they were never described or known as marine lands, they were regularly and legally disappropriated in 1861, and the plans of the sheds under construction have been duly approved by the minister of agriculture. And yet, notwithstanding all this, the municipal council of Santos and president of S. Paulo, all hostile to the road—as Brazilians invariably are toward prosperous foreign companies—are permitted to impose embargoes, and the minister of marine now issues orders for the legal prosecution of the company—and for what? Simply building a freight shed on its own premises! We are glad to note that Mr. Speers proposes to fight for his rights. The S. Paulo company is apparently going through an experience very similar to that of the Botanical Garden company (American) in this city, where private jealousies and interests, aided by official prejudices and exactions, led to unending litigation and annoyance. To escape this unscrupulous persecution, the American company had to sell out, and, in our opinion, the S. Paulo company will never get a moment's peace until it does the same. It makes no difference whether the company has law, justice and equity all on its side, the crusade of confiscation will continue to the bitter end. The government of Brazil offers all the inducements that a reasonable man could ask for the investment of British capital in this country, and then deliberately abandons it to the tender mercies of municipalities, provinces and imperial departments who pretend to say that their interpretation of public rights and contracts entitles them to seize private property and obstruct private enterprise at their own sweet will and pleasure.

THE project of electoral reform presented in the Chamber on the 25th ult. by Deputy Almeida Nogueira will probably never be seriously considered, but it is an interesting illustration of the tortuous methods sometimes followed by intelligent men for the attainment of a very simple object. The purpose of representative institutions is to make the people a definite part of the government itself, by which means they may be able to execute their will, to exercise legal control over the various executive branches of government and secure for themselves equal rights and privileges. Instead of following the simplest methods to secure these primary objects, the Latin people are continually seeking to complicate methods and to attain them by indirect and circuitous ways. In this sense the so-called electoral reform law of 1881 so restricted the privilege of suffrage, and so complicated the methods of proving one's qualifications, that the electoral body was at once reduced to a total of less than 150,000 in a population of something over 10,000,000. One step in advance was made, however, in the

election of deputies by districts, and not by provinces as before. This one simple measure is now made the object of Deputy Almeida Nogueira's pretence hand, as it is too simple and direct to please his taste. He wishes to have Ceará and Rio de Janeiro (province) divided into two electoral districts each, three of which will elect four deputies each, and one (1st of Rio de Janeiro) five. Pernambuco, Bahia and São Paulo are to have three districts each, all of which will elect four deputies, except one in Pernambuco and two in Bahia where five will be chosen. Minas Geraes will have five districts, electing four each, and the city of Rio de Janeiro will constitute an independent district electing four deputies. All the rest of the provinces remain as at present under the provisions of the 1881 law. In each district the electors will vote for two-thirds the number of names to which their district or province is entitled, adding one or two names when that number is above the multiple of three—as all the districts and many of the provinces appear to be. If the province is entitled to only two deputies, then they vote for two names. In case of filling a vacancy, they will vote for one or two names accordingly as there may be one or more vacancies. From this summary, it will be seen that the electoral disorganization under this scheme will be greater than ever. There will be no equality in representation, no uniformity in methods of election, no adequate check on electoral abuses. All the districts and many provinces are accorded four or five deputies each, and yet two-thirds of this representation is accepted as the number of names to be placed on a ticket, plus a name for a fraction which very few can understand! The scheme is absurd! Why not fix an average of population for each deputy for the whole empire, and then divide the provinces into districts on this basis? This would certainly be uniform and simple. Then there would be no use for this mystifying "two-thirds" vote out of which so many theorists have been building political air castles of marvellous size and design. There is nothing like going direct for the object you have in view and keeping in the straight open road.

THE United States government has selected October 2nd, 1889, as the date for the opening of the proposed congress of American nations, and has issued invitations to all the governments of the western continent to send delegates to Washington. The objects of the congress, as stated in the invitation, are to consider measures to preserve the peace and promote the prosperity of the nations in question, to establish an American customs union, to secure more frequent communication, to agree upon uniform customs, appraisement and quarantine regulations, to provide for uniform weights and measures, copyright, trademark and extradition laws, to adopt a common legal tender silver coin, to devise a plan of perpetual and compulsory arbitration, and to act upon such other subjects as may be laid before it by any of the states represented. The scheme is a large and attractive one, but it will not be a success. In view of the selfish and intolerant spirit so frequently exhibited at Washington in matters affecting foreign countries, it will be impossible for any country to accept the terms which are likely to be advanced. And in view of the narrow and reckless policy recently shown by the United States Senate in the rejection of an equitable treaty with Great Britain for the settlement of the Canadian fisheries question, few self-respecting nations will care to enter into the negotiations proposed. The truth is that success has thrown the average American off his balance, while constant, bitter partisan rivalries have rendered him reckless of

consequences in all his political dealings, with foreigners as well as with his party opponents. He ought to know that the foreigner has just the same rights, privileges and dignities to maintain which he claims for himself, and he also ought to know that all men do not look at every question in just the same way and that allowance must therefore be made for differences of opinion. In the questions specified for consideration at this forthcoming American congress, there are many which will arouse widely diverging opinions. If we are to credit the doctrines laid down in the Chicago platform and the arguments daily advanced by republican speakers and newspapers, then it will be absolutely impossible to reconcile these opposing interests. There are thousands of poor laborers in these American countries, whose livelihood is largely dependent upon foreign trade. If the United States proposes to treat them as contemptuously and selfishly as prominent statesmen are now threatening to do, then their only hopes for amicable commercial relationship must continue with the monarchical states of Europe. It is not an agreeable thought to them that the people claiming to represent the most advanced liberal ideas of the day, should be the most illiberal in trade. They can not understand why a nation so rich and prosperous should wish to force its products upon them, and take nothing whatever in return except the slave products of monarchical Brazil. And they can not reconcile so much enlightenment, material advancement, toleration and moral vigor, with the narrow, selfish, illiberal and miserly policy of shutting the door against the honest, hard-working laborers of the whole world. "Above all nations is humanity," is a motto which the American of to-day ought to place above that of "God bless our home," for it will remind him of that greater country and that wider brotherhood which his political teachers are now affecting to ignore. And then, if he could only travel a little, just to see what a small figure the American cuts in the great commercial marts of the world, because of his pig-headed exclusiveness and blind submission to the selfish policy of protecting a few home manufacturers, he would then perhaps open his eyes to the advantages of being a citizen of the world as well as a citizen of the United States. And if he could only see how little has really been done to cultivate liberal commercial relations with South American countries, and how insignificant a place, outside of Brazil, he actually occupies in their life and trade, he would certainly begin to see how great a farce his "Montro doctrine" must appear to them. And then, let him note that while republican statesmen have been refusing to admit free the wool raised in the struggling republics of South America, they have granted, without the asking, free admission for the slave-grown coffee of monarchical Brazil. The slave labor of Brazil and the coolie labor of China have cast no unpleasant shadows over their boasted "free breakfast table," but when the free herders of Uruguay and the Argentine Republic, or the free miners of Chili, or the free mill hands of England are mentioned, they find nothing good and worthy in them all. Ideas like these can never rule this continent.

## THE LATE COMMENDADOR HUGH WILSON.

The telegraph has conveyed the news to Brazil of the death of Commendador Hugh Wilson on the 25th ult. in the city of London, at the age of 62 years.

The deceased gentleman was an associate member of the Institute of Civil Engineers and was for the last 25 years connected with railway enterprise in Brazil, and through his extensive contracts, he attained

a position through his own activity, energy and industry, in this country, that at one time appeared to rival that of many well-known successful railway contractors.

After several years on railway work in Venezuela, Mr. Wilson first came to Brazil in 1863 in connection with The Bahia and S. Francisco Railway, at that time in course of construction. On the completion of that line he became superintendent of the Bahia Steam Navigation Company, and it was during this period that he sowed the seeds of his future railway connections in the northern provinces.

In 1871 he was appointed by the president of the province of Bahia to proceed to London to purchase from the English Court of Chancery the bankrupt remains of the Paragassá Tramroad Co., Limited, in which the province of Bahia was a large shareholder, and it was through his own personal tact and untiring energy that he succeeded in his mission, and eventually floated the Brazilian Imperial Central Bahia Railway Co., Limited, which railway was built under Mr. Wilson's own supervision, thus saving the responsibility of the province to a large extent. On this line the D. Pedro II bridge, which spans the river Paragassá, is the largest iron superstructure of its nature in the empire and stands as a living monument to his memory.

In the province of Alagoas the city of Maceió contains important works of art which were built under his direction, and to his efforts are also due the organisation and construction of the Alagoas Railway which runs between Maceió and Vila da Imperatriz.

In the province of Sergipe he prepared the studies of a railway from Aracaju to Simão Dias with a branch line to Capela for the Sergipe Railway Company, Limited, whose plans are with the government awaiting approval. He then directed his attention to the province of Rio Grande do Sul, and became the contractor of the important strategic railway The D. Pedro I Railway. The studies of the line were completed within a year, but the government afterwards declared the contract cancelled.

In the province of Bahia, he organised and became the contractor for 8 central sugar factories, and with these he encountered many difficulties. The tide of success that had carried him on his flood for so many years, had turned upon him latterly, and his position was a difficult one.

It was in December of 1882, after the inauguration of the Bahia Central Railway to Tapera, that the president of the province, Visconde de Paranaguá, pinned upon his breast the *commenda* of the Order of the Rose of Brazil, which the Brazilian government granted to him as a recognition of his services in the province of Bahia.

The united amount of the capital of the various companies which he organised and became the contractor for, was no less a sum than seven millions pounds sterling (£7,000,000).

The late Mr. Hugh Wilson was a man of probity and integrity, most active and enterprising, and generous to a degree, and his kind nature and liberality won for him the sympathy of a wide circle of friends in Brazil.

#### RIVER PLATE ITEMS.

—The municipal statistician at Buenos Aires worked the population of that city up to 467,780.

—The British minister at Montevideo, W. Gifford Palgrave, Esq., died in that city on the 30th ult.

—At Montevideo they are talking of a normal school building for girls to cover four blocks and accommodate 1,000 pupils.

—It is said that Sarmiento, although president of the Argentine Republic for six years, died in absolute poverty. His successors will not have that said of them, unless some accident occurs before their death.

—The *Express* of the 15th ult. reports that the proceedings of the international congress at Montevideo had come to a complete standstill because of the failure of Brazil to send representatives. This is a very serious oversight on the part of Brazil.

—Our Portefeuille colleague *El Globo* published a Rio de Janeiro telegram on the 7th ult. stating that arrangements were being made in Europe to send out 10,000 Irish emigrants for one of the new colonies in S. Paulo. The *Globo's* correspondent appears to have a pretty strong imagination to draw upon when his stock of news has failed.

—The River Plate papers say that Patti has arranged to return to Buenos Aires next April, to give a series of 30 performances. Patti is apparently determined to get back some of that gold the Argentines have been borrowing in Europe—and she will succeed.

—The *Standard* says that a French syndicate is planning a railway from Montevideo, through Brazil, Paraguay and Bolivia, to the Pacific coast, of which the cost will be a *thousand millions* of francs. Probably Lesseps will have spent all the Frenchman's money before this scheme is ready.

—Another Rio telegram to *El Globo* on the 15th ult. gives the alarming intelligence that "the Brazilian government has purchased 150,000 rifles, Lebel system," and still another on the same date "the Princess Regent and her husband will leave for Europe on 15th October next, where they will pass the summer." There is nothing more interesting than going abroad after home news.

—A new steam navigation company is spoken of, the promoters being Argentine capitalists. The programme embraces construction of ocean steamers, three first and three second-class, the former to be put on a par with the luxurious floating palaces of the North American route, and guaranteed to make the voyage to Europe in 18 days, while the second class vessels, though fitted up with a view to elegance and comfort will be chiefly devoted to carrying of immigrants.—Buenos Aires *Standard*.

—The death of the venerable North American merchant, Mr. Samuel B. Hale, was announced yesterday, and, though expected, caused a feeling of sincere sorrow in all circles. Another link with the past is thus broken. The deceased gentleman was 84 years of age and the patriarch of the English-speaking community of this city, and none have ever been held in higher respect during a long and unblemished mercantile career. He was one of the oldest foreign residents in the whole republic, having arrived here in the year 1833, from which date his commercial standing grew and in recent years attained a prominence that few reach. Mr. Hale leaves a large fortune. He always believed in the country and its great future, and was ever its advocate and warm friend. Peace to his ashes.—Buenos Aires *Standard*, Sept. 21.

#### LEGISLATIVE NOTES.

September 24.—In the Senate there was no session. In the Chamber the recently elected republican deputy asked for information as to the character in which Prince D. Pedro was travelling in the province of Minas and who was paying his expenses; Deputy Manso's demand can hardly be considered a success. Deputy Peixoto directed several very important remarks to Deputy Afonso Celso, and then Deputies Rodrigues Peixoto and Nabuco spoke against and in favor of the proposed message to the Pope for his assistance in the abolition of slavery in Brazil. The former was much interrupted, but appears to us to have made his point; if Brazilian priests were abolitionists in feeling, they managed to successfully conceal their sympathies. Deputy Nabuco compared Deputy Andrade Figueira, as opposed to the message, with an official known as "the devil's aide" who is the accuser of candidates for canonization, and further that the Argentine Republic and the Pope in congratulating Brazil on abolition represented, the new America and the other humanity; an assertion certainly open to contradiction. This discussion necessitated the adjournment of the debate on the general revenue estimates, but the message to the Pope was passed. The rest of the session was occupied by Deputies Salles, Fernandes da Cunha Jr., Pedro Luiz, Coelho Rodrigues and the minister of empire in attacking and defending amendments of the Senate to the estimates of the department of empire.

September 25.—In the Senate Srs. Leão Velho and Silveira Martins made long political speeches; the latter appearing to advocate the abolition of the life senatorship. The rest of the session was occupied by an uninteresting debate on the estimates of the department of war. In the Chamber, Deputy Almeida Nogueira presented an electoral reform scheme. Barão de Guahy made a very sensible criticism upon the bank of emission law as received from the Senate, pointing out various defects, and advocating a closer imitation of the American law. Deputies Mattoso Camarã and Matta Machado discussed the revenue estimates; the former defending the figures reported by the committee which he is president, and the latter attacking the government on sundry points.

September 26.—In the Senate the delay in presenting the imperial letter causing the minister of foreign affairs a senator was somewhat sharply referred to by Senator Canilho de Oliveira whose remarks were answered by the premier and Senator Correia. The estimates of the war department, as amended, finally passed. Senator Dantas in a long speech defined his position; he advocates the large views of the minister of agriculture as to improvements, considers decentralization absolutely necessary, and generally promises his support to any ministry that is influenced by a true desire for improvements, irrespective of political character. In the Chamber the minister of foreign affairs gave a long explanation of the reasons that Brazil had not been specially represented at the London international sugar conference. Deputy Coelho Rodrigues made an exhaustive and rather exhausting examination of the innumerable amendments added to the estimates of the revenue of the empire. The estimates were finally passed.

September 27.—In the Senate there was no session. In the Chamber the decree proroguing the session up to the 10th October was read. Deputy Afonso Penna made some inquiries as to the manner in which the Bank of Brazil was distributing aid to agriculture. Deputy Americo de Souza asked some questions regarding the commercial treaty with the United States, and which were somewhat roughly handled by the minister of foreign affairs in his reply. The incident was caused by the remarks of a Bahia correspondent of a local journal. Some rather solid Minas Geraes linen was washed by Deputies Custodio Martins

and Carlos Peixoto, during which operation very acrimonious expressions were exchanged. Deputies Afonso Penna and Duarte Azevedo attacked and defended the Senate amendments to the estimates of the department of empire. Deputy José Marcelino spoke on the banks of issue project; the deputy does not oppose the bill, he was merely examining it, and the inference to be drawn from this remark is that he could have organized a better scheme himself. There, fortunately, seems to be a lack of financial experts in the Chamber.

September 28.—No session in either Senate or Chamber.

September 29.—In the Senate Visconde do Ourio presented considerable time in criticising the delay in presenting the certificate of election to the Senate of the minister of foreign affairs. The opposition evidently considers this delay as a political move, and as proving that the government is not perfectly stable. The minister of agriculture made a long speech more or less repeating what he had said in the Chamber regarding the policy of the government as to immigration and other improvements. His views as to guaranteed railways are: period of guarantee 30 years; capital 30,000 per kilometre and guaranteed interest 6 per cent. Senator Ribeiro da Luz, while agreeing with the general tenor of the minister's remarks, feared that the condition of the country rendered careful study necessary where expense was to be incurred. He predicts that the latter part of 1889 and there-after will show the full effects of the abolition law. In the Chamber there was no session.

October 1.—In the Senate the imperial letter nominating the minister of foreign affairs Senator from S. Paulo, the delay of which has so seriously exercised the opposition, was presented. Senator Ottoni made a forcible demand that the report of the committee of rules as to the oath to be taken by senators should be debated; the senator availed of the occasion to define his position, which seems to be frankly democratic. The minister of agriculture replied to various doubts expressed by Senator Ribeiro da Luz and combated the Senate amendment to his budget relative to the distribution of the 10,000,000 he asks for immigration; the distribution is certainly very arbitrary, and will probably be rejected when subjected in vote. Senator Avila made an analysis of the cabinet, from which he deduced that this had no reason for existence, many other topics were referred to in all of which the negligence, or vacillation, of the government was evident. In the Chamber nearly the whole of the session was occupied by a culpable waste of time. Deputy Paulo Luiz, in attacking the government, referred to recent discussions as to Pará affairs and the deputies of this province (priests) gave him some very injudicious pieces of their minds. Deputy Zama asked the minister of justice questions about Bahia affairs occupying about two hours, and the minister required another hour to reply. As regards this affair the local papers are very sarcastic, and are certainly right even had stronger expressions of repudiation been used. Deputy Paes Leme of the 12th district of Rio de Janeiro took the oath and his seat. Deputy Araújo Goes promised some amendments to the banks of issue project in third discussion and Deputy Monro after pointing out various defects in the same law also proposed to alter amendments; the law is likely to emerge from the Chamber as unrecognizable as the original project came from Senate manipulations.

#### PROVINCIAL NOTES.

—There were 22 steamer and 14 sailing arrivals at Pará during the month of August.

—The August receipts of the Bahia custom house were 972,500\$, against 1,012,027\$595 in the same month of last year.

—The S. Paulo municipal council has petitioned for the suspension of the increased taxes on industries and professions.

—The recently discovered delinquency in the Amazonas provincial treasury has been found to be 32,000\$, instead of 17,000\$.

—The rubber exports from Pará in August amounted to 736,390 kilogrammes, of which 470,614 kilos. were of "fine" quality.

—The average temperature in Bahia during the month of August was 74.9° Fahr., the maximum reaching 78.8° and the minimum 71.6°.

—The provincial budget of Espírito Santo for the next fiscal year estimates the revenues of the province at \$70,000\$, and fixes the expenditures at 790,000\$.

—The project for aiding immigration and immigrant settlers recently introduced into the Espírito Santo provincial assembly, has been voted and has been signed by the president.

—Now that the S. Paulo senatorial election is over and the conservative candidate securely seated, the conversions to republican ideas are beginning to assume noticeable prominence again.

—The death of F. A. Dutra Rodrigues, president of the Banco de Crédito Real de S. Paulo and director in various other companies of that province, took place at S. Paulo on the 29th ult.

—The S. Paulo republican representatives at the federal congress called for the 9th inst. will be Rangel Pestana, Prudente de Moraes, Campos Salles, Francisco Glycerio and Bernartini de Campos.

—There appears to be great discontent among the planters of Bahia because the government has not yet come to their assistance. Pass the hat, gentlemen! We ought not permit an able-bodied man to starve just because he is too lazy to work.

—The August receipts of the Pará postoffice amounted to 7,498\$542.

—The province of Paraná has granted an interest guarantee to the project of D. Afonso canal.

—The August receipts of the Amazonas custom house were 110,189\$501, and of the provincial *recebimento* 117,556\$393.

—Two women had a fight in Uberaba on the 23rd ult. during which one of them tore off the under lip of the other with her teeth.

—It cost 900\$ to send the chief of police of Parahyba to relieve the chief of Ceará, and another 900\$ to send the latter to relieve the former; total 1,800\$. Could not this have been avoided in any manner?

—Unhappily for Brazil some of the provinces are now reporting an unusual mortality among the "oldest inhabitants," whose ages are reported all the way from 103 to 164 years. If this thing goes on the supply of local antiquities will soon be exhausted.

—The July deaths in the city of Pará numbered 268, of which 84 were from small-pox, 12 from beri-beri and 9 from yellow fever. In August the total was 247, of which 70 were from small-pox, 8 from beri-beri, and 4 from yellow fever. Of the July total 157 were described as paupers (*indigentes*) and in August 164.

—The abolition law has had curious results. A Rio de Janeiro provincial paper says that an ex-slave girl, who had been dumb for seven years, heard a freedman say he would like to marry her, where she not dumbly and thereupon the girl commenced to talk. Now, if this does not heat cock-fighting, nothing will.

—An exhibition is about to be inaugurated in S. Paulo by Sr. Augusto Cambraia, consisting of zoological and mineralogical specimens and Indian curiosities collected during a recent excursion through the unsettled districts of the Paranaíba valley. It is designed to bring the collection to Rio de Janeiro.

—The number of marriages among freedmen since the passage of the emancipation law is something extraordinary. In S. João Nepomuceno, Minas Geraes 250 freedmen have married in about four months, while in Santa Barbara the number exceeds 300. The freedmen are more anxious, apparently, to live honestly and to legalize their unions, than the whites.

—On the morning of the 20th ult. a *delegado* of police at Victorin, Espírito Santo, went on board the coasting steamer *Maripak* without permission from the custom house, whereupon the latter promptly fined the steamer 50\$. Suppose now the captain had refused to permit the police official to come on board—what then? Will Brazilian officials get above such puerilities?

—The *Diário Popular* of S. Paulo tells a story of charity among animals which is good enough to be true. A resident of that city had a dog which died leaving a number of newly-born puppies, whereupon his cat took charge of the orphans and showed the greatest solicitude for their care and proper training. That is quite equal to some of the primitive and almost forgotten traits of the human family.

—The Italian colony of S. Paulo held a mass meeting in that city on the 23rd to record a protest against the statement of the journalist Alessandro d'Atti, in his recent book *Lo Settico*, that "the eminent Italians in that city can be counted upon one's fingers." The Italians respond by saying that d'Atti does not know an honest man when he sees him, that he has been carrying on a false propaganda and that he is unworthy the position of Brazilian immigration agent which he holds. This is all very well, as far as it goes; but if our memory is not at fault d'Atti was considered an exceptionally intelligent, discriminating and trustworthy man a couple of years ago when he was travelling about São Paulo under the wing of Martinho Prado Junior and sending telegrams home to induce the Italian parliament to reconsider its action against emigration to S. Paulo.

—The British consul at Rio Grande do Sul, in Brazil, in his report on the trade of the great province of the same name for the past year, describes the extraordinary position of the commerce of the province owing to high tariffs and contraband traffic. The province, which is larger than Italy, is, Mr. Bennett says, being gradually ruined either by direct imperial encroachments or the want of imperial solicitude for the commercial community. Nearly all the British importing houses are closed, and the remainder will probably have to close too. Meanwhile the Argentines and Uruguayans are pushing forward railway after railway in the Brazilian frontier and threaten to turn the province into a commercial vassal. The only remedy is such a general reduction of the import duties as will render the contraband trade via Uruguay unremunerative, for so vast a frontier can never be properly guarded.—*Herpeth's Journal*, Sept. 8.

—The returns of the São Paulo *abattoir* for September show the following numbers of animals killed during the month: 1,738 beef cattle, 7 calves, 842 hogs and 45 sheep.

—A Bahia journal states that on the 21st inst. there died at a place called Itapagipe in that province a woman 164 years old. Our colleague does not mention the discount allowed for implicit belief in the statement.

—The September receipts of the Santos custom house were 1,051,901,434, of which 747,188,356 were from import and 258,828,697 from export duties. The provincial *meta de rendas* receipts were 178,583,666, of which 162,013,294 were from provincial export duties on coffee.

—Telegrams received here on the 30th ult. from Pernambuco state that it is proposed to establish a bank there with a capital of 3,000,000\$, of which the province is to contribute two-thirds. The bank will act as fiscal agent, etc., for the province and extend the inevitable assistance to agriculture. The project will be submitted to the provincial assembly.

—A poor girl shut herself through the heart in Santos a few days since, after destroying every paper and mark by which she could be identified. She had only just arrived there from Rio. It is thought that she was a Cláudia, and the wife of an engineer. As life runs, she was probably the victim of some popular, well-dressed libertine who is protected by both law and society in his depravity.

## RAILROAD NOTES

—The present average cost of constructing a mile of railway in the United States is about \$30,000.

—The Paulista company has been granted permission to extend its telegraph line to the city of S. Paulo.

—Between January 1st and June 30th last the D. Pedro II railway carried 14,512 immigrants en route for S. Paulo.

—The United States has a total railway extension of 150,000 miles, about half the mileage of the whole world. The total cost has been about \$9,000,000,000 and over 1,000,000 men are employed by them.

—The chances of getting killed in a railway accident in the United States is estimated to be one in ten million. It is pretty hard on the victim to be picked out of so large a number for special distinction in this way.

—Only one proposal for the construction of the Bahia railway from Bom Pin to Joazeiro was received at the department of agriculture on the 1st, when proposals were to be opened. No decision appears to have been arrived at.

—The half yearly report of the Paulista company shows that the total receipts for the half year ending June 30th last were 1,355,190,826 and expenditures 655,314,803, leaving a net surplus of 699,875,990, which is 125,861,860 less than in the corresponding period of last year. A dividend of \$8100 per share was declared. The reserve fund on June 30th amounted to 1,043,060,838.

—On the 28th ult. *O Paiz* mentioned a report that the Bahia and Minas railway company had raised a loan in Paris for 10½ million francs, interest 5 per cent. and price of issue 85 per cent. The report was confirmed on the following day and Messrs. Duvivier & Co. named as the intermediaries here. The loan is to be employed in the extension of the railway from the boundary of Bahia into the province of Minas Geraes to Philadelphia. The company has an interest guarantee from the Minas provincial government.

—The superintendent of the S. Paulo railway denies the report that carmen had been caught carrying away concealed goods from the S. Paulo station, and also that no refusal has been given in the matter of verifying weights at S. Paulo. It ought to be clear to the merchants of S. Paulo that the company is quite as much interested as themselves in detecting the thieves who are said to be pillaging merchandise somewhere between the steamer at Santos and the city of S. Paulo, but it is a little unjust to impose all the detective work on the company when the government will not permit even a lawyer's fees to be charged to current expenses.

—The superintendent of the S. Paulo railway has resolved to meet the reckless accusations against the employees of that line by enforcing the regulations approved July 19, 1884, in regard to shipping notes specifying nature, weight, number, marks and condition of all packages offered for shipment, the company having the right to refuse shipment of all articles in bad condition, or whose weight, number, etc., do not correspond with the description furnished. This will of course put an end to all the complaints now heard, and will enable all parties interested to find out where the stealing exists. If it gives extra work to shippers, they have no one but themselves to blame.

## LOCAL NOTES

—The General Assembly has been prorogued until the 10th inst.

—"Nuttall—Burr," was the title to a marriage notice in Buenos Aires a few days since.

—In September the mint coined 183,000\$ in silver for private parties; the amount coined for government account is not given.

—The supplementary credit to the minister of empire of 359,679\$495 for public relief in the year 1886-87 has received imperial sanction.

—An exchange says that if a child does not thrive on fresh milk, lull it; but suggests that this is unnecessary harshness, and that spanking might first be tried.

—Besides its zoological garden it seems the Villa Isabel salubrious boasts of an excessive number of gauding houses. The local press ask for police interference.

—Dr. Paes Leme saw the "blind" and raised it. The government wanted to send him to the London sugar conference, but he preferred a seat in the Chamber of Deputies.

—Three bishops arrived here by the S. Paulo express on the morning of the 26th ult. There are no reports that the railways were unduly stained under this uncommon hail of holiness.

—We wonder what in the world that unknown animal, to be imported from Europe and offered to our zoological garden by a banker and capitalist of our city, can be? Perhaps, a *gum-patutu*?

—The Goyaz Mining Co. is protesting against the clause in its authorization requiring the deposit of 200,000\$ in the national treasury, but the minister of agriculture declines to reconsider the matter.

—It appears that our remarks as to the Imperial Chapel were useless. But when the gold rose was presented to the Princess, whitewash was stopped over the whole building. It seems a pity we can not have a gold rose annually.

—A telegram published in *O Paiz* on the 27th ult. announces that Harrison and Morton, ring-leaders in disturbances at St. Louis, United States, had been arrested. If President Cleveland supposes that the arrest of the republican candidates for president and vice-president will secure his election, he is seriously mistaken.

—The gratto of Our Lady of Lourdes built in Andarahy Pequeno, a suburb of Rio, was duly consecrated on the 23rd; on the next day the local press notices that the parish priest at Cachoeira, S. Paulo, proposed to dig up a suicide who had been buried in the cemetery there, and was only restrained by orders from his superiors.

—The minister of finance, in his estimates for 1889, is counting upon 6,300,000\$ for the emancipation fund. What, in the name of common sense, has Brazil to do with an emancipation fund in 1889? Does the government propose to continue emancipation taxes to the end of the world? Is the treasury so greatly a leech that it never lets go even when gorged with blood?

—In the United States, the protectionist calls a reduction in the average rate of duty from 47 to 40 per cent., "free trade." If the rate were reduced to 30 per cent, he would probably call it "paying him" to the foreigner. An exceedingly funny fellow—the protectionist! If he permits his mind to ruminate about much longer in this way, nothing but a lunatic asylum will serve to protect him.

—Decree No. 10,044 dated on the 22nd September, unless civil registry of births, marriages and deaths throughout the empire from January 1st, 1889. It appears that the contract for the registry books was given to a firm here, which was obliged to import them from Germany. From the 1st January next, however, one can enter this world, marry, and go out of it in a civil manner.

—The death of William Shawwood Ellison, civil engineer, took place in New York toward the end of August, at the age of 75. Mr. Ellison was assistant engineer on the construction of the 2nd section of the D. Pedro II, railway under his brother Major Ellison, and was for many years the instructor of the Brazilian engineers of that time. He came to Brazil in 1857 and resided here about 15 years.

—A conflict took place on the naval vessel *Almirante Barroso* on the night of the 24th ult., resulting in the killing of a boatswain by a drunken and insubordinate sailor. The former had reported the sailor for refusing to turn in, and when about to be placed under arrest seized a boarding pike and gave the boatswain a blow in the breast from which he died a few hours later. The *imperial mariners* appear to be far more dangerous in peace than in war.

—We regret to note that the *capoeiras* are again attracting too much attention from everybody, with the notable exception of the police.

—The man Silos who killed the seducer of his wife on July 27th last, was acquitted by the jury on the 28th ult. on the ground of self-defense.

—Happily Longfellow is dead. A translation of *Evangeline* into Portuguese prose, which is just announced here, would have been too much for the sensitive old poet!

—A new liminary has made its appearance in our journalistic world under the title of *O Petit Journal*. It succeeds the *Epoca*, which was suspended early in June last.

—It would appear that "The Witch"—the biped, not the quadruped—had a streak of bad luck in a recent race. It is evident, however, that he did not lose anything in the line of common sense.

—For three vacancies in our postoffice no less than one hundred [?] candidates applied. And yet the planters of Rio de Janeiro complain they can not obtain laborers.

—On the 28th ult. four laborers were arrested as they were leaving the custom house with a quantity of canines and some clothing in their possession, which had been stolen from a lighter.

—An expert suggests that the Brazilian cavalry should be mounted on mares, which after a year's service could be sold for breeding purposes. Perhaps the expert has not studied the question as fully as he should.

—Why do not our horse-racing, speculative, poolers read a romance called "Bound to win"? It is not badly written, and shows that you can not always get at a jockey for £10, if the other side bids £20.

—The Rio de Janeiro provincial assembly is consistent; the proposal to have a committee present at the ceremony on the 28th ult. was rejected. The Princess was much affected by this action.

—The premier has received from the Pope the order of Pio IX, and the ministers of justice and foreign affairs grand crosses of St. Gregory, the Great. Let us hope these crosses will be physical and not moral.

—It may be interesting to note that the difference between a horse jockey and a donkey is simply the difference between the man who rides a horse according to instructions and the "tennerfoot" who bets his money on the issue of the race.

—On Sunday the 30th ult., the *Diario de Noticias* says, a woman was seen begging in our streets for money to bury her child, and was carrying the dead infant in her arms. What in the world are the police doing that so disgusting a scene may be possible?

—According to the observations made by the City Improvements Co. the average maximum temperature for August was 72.93° in the shade, and the average minimum 68.84° Fahr. The total rainfall was 43.7 millimetres, and the average death rate 26.33 per thousand per annum.

—From recent correspondence exchanged between the minister of war and the chief of police of the province of Rio, it appears that when a man is too ill to serve as a policeman, he is sent to enlist in the army. Truly, the position of a Brazilian army officer is not a bed of roses.

—A deep and wily pitfall was laid by a local colleague recently. A French family had a servant, named Castro, who was a notable crockery breaker, whereupon the head of the family called her Castro (*case top*). We struggled with it, but our good friend Gex worked it out for our salvation.

—Affonso Celso, of Rio de Janeiro, has offered a large monthly subsidy to the theatre of the capital which shall produce national dramas, and a premium of \$3,000 to the Brazilian author who shall produce the best national drama. —New Orleans *Times-Democrat*. Our colleague gives Affonso C. just a little too much credit. The young gentleman is a deputy, and the offer in question takes the form of a legislative appropriation, from which it will be seen that the tax-payer is the real philanthropist.

—Will the board of health please explain why few bottles of every consignment of wine, spirits, etc., are required for analytical purposes? Even the small importations for personal consumption are levied upon! And not the least puzzling feature is that the goods are permitted to leave the custom house at the time the said four bottles (or more) are taken out for analysis! If poison were found, how would it be possible to prevent mischief? It looks very much as if the sanitary inspectors are getting their wines free!

—It gives us special gratification to record that by a special dispensation from the Pope himself, the good Catholics of this city were permitted to eat meat on Friday, the 28th ult., the day on which the Golden Rose was formally presented to the Princess Imperial. Eating meat is a special distinction and value on the meat issue, the dispensation served to assist the faithful in properly digesting and assimilating it for the nourishment of the body and the good of the soul. The Pope forgives, however, to provide meat for those who can not buy it, and to forbid overhauling their moral stomachs to those who can buy it.

—A Buenos Aires telegram of the 3rd reports the reappearance of cholera in Chili.

—The proposition of the government to sell or lease the water-works of this city has aroused violent opposition on all sides, and it has therefore been abandoned.

—A Montevideo telegram of the 3rd reports the new Brazilian river steamer *Diamantina* to be aground in the Rio Paraguay in front of Cornulá, Matto Grosso.

—The marine tribunal at Las Palmas, where the collision between the *Sud America* and *La France* occurred, throws the responsibility upon the captain of the latter.

—H. B. M.'s imperial *Triumph*, formerly flagship of the Pacific squadron, arrived here on the 26th ult. from Valparaiso, homeward bound, and sailed on the 3rd inst.

—Deputy Monteiro Manso, the republican, left for his province on the 28th ult. Perhaps he has gone to personally survey the damage done his party by the recent visit of one of the Emperor's gunboats. Is it not possible that the population of Minas Geraes will become distracted by this constant strain on their political faith?

—If the telegrams from Santos are correct, the collision between the Fr. str. *La France* and Ital. str. *Sud America*, by which 65 lives were lost, strongly resembles the story of that man who held out his fist for the other man to run his nose against. An anchored ship is run into by one under way and the latter is sunk! The story may be accepted with some reserve.

—We are glad to note that the dispensation granted by the Pope to the good people of this city on the 28th ult., in the matter of eating meat on Friday, bore no bad results. No one, so far as we can learn, overate himself; on the contrary the good Catholics ate their usual Friday ration of beefsteak and found that the dispensation had not improved its quality in the slightest degree.

—The minister of finance declares that letter-carriers are now subject to the 2½ tax on salaries, when such salaries are not under 1,000\$ per annum. Therefore the letter-carrier has escaped the tax by calling himself a day laborer, but in an evil moment he had the new regulations changed to give him half pay when prevented from working by accident or sickness, and that makes him a "salary official," subject to the aforesaid tax.

—We deeply regret to hear of the death in Paris of Emile Deleau, formerly editor of the once popular organ of the French colony in this city, the *Messager du Brésil*. On the suspension of the *Messager*, M. Deleau accepted a commission in Europe from the government, where he became an ardent advocate of emigration to Brazil. He afterwards settled in Paris as the correspondent of the *Gazeta de Noticias*. He was a writer of exceptional ability and good judgment.

—A very disagreeable affair is reported as having occurred at the reception after the Princess had received the Golden Rose. A deputy and ex-minister, whose initials is M. (Maciel) and a high officer of the court B. de M. (Barão de ?), almost came to blows, and did exchange some rough language. The courtier did not know the ex-minister, and a duel is to ensue. As we were not witnesses, of course, our item goes for account of snuffery of our local colleagues.

—The minister of finance estimates the general receipts for next year at 149,000,000\$ and military expenses at 138,108,670\$857. The extraordinary expenditures already voted amount to 13,854,124\$. Allowing an increase of 1,000,000\$ in the estimated receipts, the prospective deficit is 14,052,794\$851. By calculating on impossible economies and uncertain deposits, and by ignoring many items of expenditures, cash advances to planters, etc., this deficit may be considerably reduced—on paper.

—It seems pretty well decided that the abolition law was a serious mistake. The planters can not gather their crops, and the freedmen object to working under the old regime. Brazil is bound to reach an abyss of misery, from which there is no drawing back. Once the planters can not gather their crops, ruin is imminent. Let other coffee producing countries trim their sails, to avail of Brazil's misfortune. If the curious reader does not believe all this, let him spend a day or two at the Senate and Chamber and hear what our Solons have to say about it.

—The republican stump-speakers and workers in the United States will be greatly shocked and alarmed to hear that all South America, as well as Great Britain, is interested in the success of Mr. Cleveland and the reduced tariff cause which he represents. It may be unfriendly and selfish in these foreign states to wish to trade with the generals and liberal and spirited American manufacturer on equal terms, but somehow that is just what they want to do! Would it not be well to suspend all commercial relations until the South American gets his eyes open to the fact that he must bring gold in his pocket when he wants to trade in the United States?

—Among the arrivals by the last American steamer was Mr. G. Longenlyke, of Dodge City, Kan., representing the American and Brazilian Lumber and Cattle Co., who has come to look into the prospects of cattle-raising on a large scale in this country. He informs us that the report of his undertaking in the American papers, which we reproduced a few weeks since, was altogether incorrect, as he had no intention whatever of going to the Amazon. His plans at present are to visit central and southern Brazil, providing the necessary lands can be obtained. Mr. Longenlyke is an experienced ranchman and knows exactly what he is looking for.





## Brokers' quotations this morning were:

	per 100 lbs.	per arroba.
Washed .....	48.00-57.00	68.00-84.00
Good first .....	nominal	nominal
Regular first .....	5.10-5.30	7.50-7.80
Ordinary first .....	4.90-5.10	7.00-7.50
Good second .....	4.40-4.70	6.00-7.00
Ordinary second .....	3.50-4.30	5.00-5.50
Capitans .....	nominal	nominal
Eschm .....	do	do

Stocks were this morning estimated to be from 233,000 to 239,000 bags in all hands.

## Vessels loading and to load.

	bags.
New York Br. ship <i>Buffon</i> .....	37,000
do <i>Amer. Br. ship</i> .....	19,000
New Orleans Br. ship <i>Pandora</i> .....	5,000
London .....	4,000
Antwerp .....	1,000
Antwerp Ger. ship <i>Frankfort</i> .....	1,000
Hamburg .....	1,000
Havre Fr. ship <i>P. de Perambuco</i> .....	1,000
Trieste Amer. ship <i>Thier</i> .....	1,000
do <i>Adolph</i> .....	2,000
Mediterranean Ital. ship <i>Armenia</i> .....	8,000
do <i>Fr. ship</i> <i>Saint</i> .....	do
do <i>Ger. ship</i> <i>Harbin</i> .....	do

## DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

	Receipts	Shipments
United States .....	11,431	11,431
Europe .....	1,777	1,777
Elsewhere .....	1,777	1,777
Total .....	15,000	15,000
Stock at hand .....	15,000	15,000
Average price .....	7.50	7.50
Exchange on London .....	6.50	6.50
Freight per ton .....	5.00	5.00

	Sept. 24	Sept. 25	Sept. 26	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Oct. 1	Oct. 2	Oct. 3
United States .....	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777
Total .....	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

	Sept. 24	Sept. 25	Sept. 26	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Oct. 1	Oct. 2	Oct. 3
United States .....	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777	1,777
Total .....	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

*N. B.*—We have somewhat modified this table to accord with the notes furnished us. The clearances show the number of bags on which duties are paid daily at our custom-house.

## Total clearances of Coffee from Rio for three months of crop-years.

	1887-88	1888-89	1889-90
United States .....	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777
Total .....	15,000	15,000	15,000

## Total clearances of Coffee from Rio for nine months:

	1887	1888	1889
United States .....	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777
Total .....	15,000	15,000	15,000

## Imports.

	1887	1888	1889
United States .....	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777
Total .....	15,000	15,000	15,000

Our receipts continue generally on a very moderate scale, and exchange has constantly advanced since our last report, but buyers report a fair movement and prices are mostly well sustained. Receipts of Flour are insignificant and the stock of foreign almost nil; the native mill continues to grind, but the English establishment has not commenced operations. In pine we have only to note the arrival of a cargo of Swedish which comes to dealers. Kerosene is rather higher and also Lead under the small supply. Receipts of Rice have been considerable, but less the arrivals than the advance of exchange have caused a modification in quotations. Cashish continues to be in fair supply.

## Flour.—Receipts since our last report have been:

	1887	1888	1889
United States .....	11,431	11,431	11,431
Europe .....	1,777	1,777	1,777
Elsewhere .....	1,777	1,777	1,777
Total .....	15,000	15,000	15,000

## Sales and withdrawals for the same time are about 6,000

lbs and stock in hand is estimated to be about 6,000

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Indian Corn.—Our receipts are 1,368 bags per *Tauar*

3,000 per *Valparaiso*, 500 per *freelins*, 1,318 per *Labin*, 300 per *Buffon*, and 488 per *Petropolis* from the River Plate. The market is steady at 48.00-49.00 for River Plate and 58.00-60.00 for Penedo maize, per bag. Our receipts of foreign last month were 60,799 bags, against 49,341 bags in September, 1887.

Codfish.—Receipts since our last are 290 tubs from New York and 1,055 cases Norwegian. We may report the market fairly supplied and quote at 28.00-29.00 for tubs, 20.00-21.00 for cases, per mark.

Receipts in September were 3,200 tubs Canadian and 6,485 cases Norwegian against 6,577 in September, 1887.

## SHIPPING NEWS.

## ARRIVALS OF FOREIGN VESSELS.

## SEPTEMBER 25.

LIVERPOOL.—Nor. bk *Safir*; 935 tons; King; 59 d; coal to order.

ROSAHO.—Span. bk *Eugenia*; 436 tons; Mir; 66 d; hay to Christianiidegen & Co.

## SEPT. 27.

GEORGE.—Swed. bk *Arena*; 403 tons; Callberg; 90 d; sundries to order.

## SEPT. 28.

ANTWERP.—Port. bk *Amico*; 585 tons; Godinho; 71 d; sundries to order.

ONORATO.—Port. bk *Alexandre Heylandt*; 319 tons; Carvalho; 47 d; sundries to Veiga Pinto & Co.

## SEPT. 30.

LONDON.—Nor. bk *Elida*; 757 tons; Mortensen; 60 d; sundries to Monteiro, Hime & Co.

RANGHON.—Br. bk *Rutland*; 1298 tons; Crowell; 96 d; rice to order.

## DEPARTURES OF FOREIGN VESSELS.

## SEPTEMBER 24.

NEW YORK.—Br. bk *R. T. G.*; 349 tons; Skidner; hallast

BARBADOS.—Span. bk *Maria Luisa*; 663 tons; Mora; do

## SEPT. 26.

BARBADOS.—Nor. bk *Inga*; 1390 tons; Groun; ballast.

## SEPT. 27.

CAPITAN.—GOOD HOPE.—Ger. bk *Hansa*; 238 tons; Gerdt; coffee.

CAMPBELL.—Am. bk *Fda Br*; 707 tons; Luis; hallast.

PERAMBUCO.—Am. bk *Trieste Tarabochia*; 829 tons; Tarabochia; do.

## SEPT. 28.

CAMPBELL.—Br. bk *M. W. Whitney*; 1221 tons; Foley; hallast.

PERAMBUCO.—Nor. bk *La Bella*; 236 tons; Olsen; do.

## SEPT. 29.

NEW YORK.—Nor. bk *Jarvis*; 1234 tons; Bjornsen; hallast.

HAMPTON ROADS.—Br. ship *Senator*; 1471 tons; McKearie; do.

PARANAGU.—Dutch bk *Voorwaert*; 184 tons; Schulz; do.

## SEPT. 30.

CAPE TOWN.—Dutch bk *Ernest*; 164 tons; Heide; coffee.

NEW YORK.—Nor. ship *Kommandor Sverdrup*; 2493 tons; Byrd; ballast.

PENACOLA.—Ital. bk *Mareca*; 346 tons; Faniello; do.

ST. MARK (Hay)—Ital. bk *Luca de la Concepcion*; 231 tons; Giovanni; do.

## OCTOBER 1.

PERAMBUCO.—Nor. bk *Opbir*; 433 tons; Christensen; ballast.

## OCT. 2.

SAPLE.—Br. ship *Arundel*; 1357 tons; Jones; ballast.

SANDY HOOK.—Br. bk *Halgerda*; 1087 tons; McKearie; do.

MOBILE.—Nor. bk *Alueda*; 610 tons; Christensen; do.

NORTH. PORTS.—Am. bk *Albamar*; 415 tons; Forbes; do.

## OCT. 3.

ARACAO.—Swed. bk *Brage*; 248 tons; Stromberg; ballast.

—Br. bk *Sarah* was sold in auction on the 2nd inst. for 2,400.

—Br. ship *Horror*, entered on the 2nd from London, fouled Br. bk *Thick Ship*, here in distress and almost ready for sea, causing much damage to the bark.

—Br. ship *Sunbeam* is reported chartered in New York to load coffee here and in Santos, on p. t. for New York, and to sail for Paris, is reported as to load here for Baltimore.

—Another terrible collision at sea took place on the 8th ult. in Lat. 3 S, near Fernando de Noronha, between the two British ships *Ardenburg* and *Earl Wemyss*, resulting in the sinking of the latter with 19 persons, the master, and state and 10 of the crew succeeded in escaping. The Amer. bk *Credmore* came up soon after and received all the men of the two ships, the *Ardenburg* being in a sinking condition, except the master and 1st officer of the latter, who decided to try to navigate the ship to Fernando de Noronha, where they arrived seven days after. The *Earl Wemyss* was bound for Calcutta, and the *Ardenburg* for the Channel.

## FREIGHTS AND CHARTERS.

There has been considerably more doing in the market and rates are quoted firm. There is a scarcity of suitable, handy vessels for the northern ports and for these there is a good demand. Nothing has been doing in sailing vessels for coffee.

The charters reported since our last are: Nor. bk *Opbir* and *Harvard*, sugar, Penambuco to 10 United States 2nd rat, do. Channel F. 25; Australia bk *Trieste Tarabochia*, do. do. United States 2nd. Nor. bk *La Bella* and Swed. bk *Brage*, Ger. ship *Sagardam*, matte, Paranaagu and River Plate, 1 1/2 rats, Spain by *Frangula*, do. do. 1/2 - real and Ger. bk *Pulha*, do. Paranaagu and Valparaiso, 372 d. Swed. bk *Nautilus*, freight from Mocha to Rio, 370 rs.

## Freight-stainers.

New York .....

New Orleans .....

London .....

Liverpool .....

Antwerp .....

Hamburg .....

Breux .....

Harve .....

Alliance Amer .....

Trieste .....

Genoa .....

United States, North .....

do South .....

Channel F. 25 .....

London F. 25 .....

## CLEARED AND READY FOR SEA.

SANDY HOOK.—Br. ship <i>Mary L. Burrill</i> ballast	do
SOUTHWEST PASS.—Amer ship <i>Cora</i> do	do
CAMPBELL.—Br. bk <i>Gloahia</i> do	do
PERAMBUCO.—Nor. bk <i>Heinad</i> do	do
Nor. bk <i>Typhar</i> do	do

## VESSELS Afloat &amp; LOADING FOR RIO.

VESSELS AFLAG & LOADING FOR		
Anna	Hamburg	11
Anna	Cardiff	12
Anna	Newport	13
Anna	Cardiff	14
Anna	Liverpool	15
Anna	Nantes	16
Anna	Liverpool	17
Anna	Richmond	18
Anna	Newport	19
Anna	Westwick	20
Anna	Liverpool	21
Anna	Liverpool	22
Anna	Oporto	23
Anna	Swansea	24
Anna	Pasipale	25
Anna	Baltimore	26
Anna	Newport	27
Anna	Cardiff	28
Anna	Rangoon	29
Anna	Gungamouth	30
Anna	Cardiff	31
Anna	Marseilles	1
Anna	Frankfurt	2
Anna	Cardiff	3
Anna	Liverpool	4
Anna	Gelle	5
Anna	Rangoon	6
Anna	Cardiff	7
Anna	Westwick	8
Anna	Rosario	9
Anna	Westwick	10
Anna	Baltimore	11
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FOREIGN SAILING VESSELS IN THE PORT OF  
RIO DE JANEIRO, OCTOBER 4th, 1888.

NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNER
<i>American</i>				
Ing. Hag. Fabens	667	Aug 28	New York	F. M. Brandon & C
Sp. Jareco	108	Sept 1	New York	In distress
Ing. Ned White	1417	8	Cardiff	Mess. Maritimes
Sp. M. P. Grace	583	10	New York	Phelps Bros. & C
Sp. M. P. White	159	22	New York	In distress
<i>Argentine</i>				
Ing Camuyraao	173	Sept 1	Villa Nova	L. Camuyraao
<i>British</i>				
Sp. M. L. Barrill	1456	Aug 20	Cardiff	Wilson Sons & C
Ing. Stella	1093	20	Cardiff	Phelps Bros. & C
Ing. Gloamin	656	30	Cardiff	Monteiro & B'n
Ing. Mary Frozer	1714	Sept 2	Newport	D. Pedro H R R
Ing. Charles	1217	5	Cardiff	Brig Collier
Ing. R. K. Smith	505	6	Brunswick	Phelps Bros. & C
Ing. True Buntion	1364	6	Newport	D. Pedro H R R
Ing. Laywood	116	7	Newport	W. W. R. & C
Ing. Jacking	918	8	Empedrado	In distress
Ing. Co. of Yarmth	324	9	Cardiff	Wilson Sons & C
Sp. St. Cloud	766	9	Newport	D. Pedro H R R
Ing. Stella	1093	9	Cardiff	Wilson Sons & C
Ing. Glea Grant	210	11	Greenock	B. Rodrigues & C
Sp. Charles	1300	21	Cardiff	Ing. Coal Co
Ing. Osborn	346	21	Cardiff	To order
Ing. Fifth of Lora	853	23	Rangoon	To order
Ing. Francis John	1238	23	Paralyba	To order
Ing. Rutwell	1298	30	Rangoon	Norruu, M'w & C
<i>Danish</i>				
Ing. Impensee	334	Sept 1	Hamburg	C. Hecksher & C
<i>German</i>				
Ing. Gaslav	180	Sept 1	Messard	L. Casavah & C
Ing. Sagst	186	Sept 6	Macio	To order
Ing. Mahleide	472	6	Hamburg	H. Stolar & C
Ing. Pullas	630	18	P. Adelaide	Ho Flour Mills
<i>Italian</i>				
Ing. Te. Sorrelle	403	Sept 1	Palma	A. Gonella
Ing. Maletta	396	6	Marsilles	Arcaiter, D. & C
<i>Norwegian</i>				
Ing. Herard	387	Aug 30	Hamlar	L. Soler & C
Ing. Hord	202	Sept 1	Westwick	W. W. Gross & C
Ing. Carla	582	13	Memel	C. Hacksher & C
Ing. Isahfaher	422	18	Campana	L. Camuyraao
Ing. Hord	202	24	Nicolas	S. Lanza & C
Ing. Sofre	939	25	Liverpool	Watson, R. & C
Ing. Elfreda	757	30	London	Monteiro, H. & C
<i>Portuguese</i>				
Ing. Sallana	130	9	Oporto	Vieira Pinto & C
Ing. Africa	615	27	Oporto	Rubens Costa & C
Ing. Almado	497	Sept 9	Oporto	Braga, Ito & C
Ing. Alipiani	518	15	Tshant	Santos C. & C
Ing. Tamarac	407	17	Oporto	Costa Soares & C
Ing. Alex. Herlen	398	28	Oporto	Vieira Pinto & C
<i>Spanish</i>				
Ing. Frasquinu	408	Aug 3	Bo. Vires	Frias Heren. & C
Ing. Eugenia	246	Sept 9	Rosario	G. Gauden & C
<i>Swedish</i>				
Ing. Saga	324	Sept 10	Mineo	G. Saboda & C
Ing. Hford	209	14	Messard	To order
Ing. Nautalis	102	14	Macio	To order
Ing. Marions	131	15	Macio	To order
Ing. Tamarac	407	21	Marsilles	A. Leulid & C
Ing. Berna	493	27	Gelle	W. W. Gross & C

## FOREIGN MARKETS

40, MISCING LANE, August 29th 1853

COFFEE.

Husking Coils in London, by which it is understood cleaning Coils imported in parchment, is making more rapid progress than could have been expected; a few years ago some small parcels were successfully dealt with, the first essays being made in 1861, and the progress has since been steadily developed; already during this season some 500,000 coils have passed under their superintendence, and the work is carried on not only by day but also with the electric light. The parchment of the finest grades of *Cottia* (as realized as high as 96s), and there is now continued export for London-cleaned parchment, of the finest grades, at 80s to 84s, and at 75s & 84s, with exceptionally good up to 88s; *New Granada* and *Corrocas*, have also been cleaned, but in smaller quantities, and some consignments also of *washed* *Coils*. The latter parchment is not so much valued, and is not so much used, when shelled by hand had a damp appearance, which unfortunately was lost in the working. Shippers should be careful not to send forward *Coils* in the parchment damp; but the parchment can be dried by the use of the electric light, which improves by being left in the parchment during the voyage. London-cleaned *washed* *Coils* realized from 75s to 80s, with a recent arrival cleared in the Thames sold from 65s to 70s per 100 lbs. The parchment of the finest grades is not so much used, as the experience gained with other *Coil*es seems to be quite certain that there is an advantage, possibly spending, in price

We note in the *Rio News* dated April 15th, 1887, a string of objections—as to the export of Coffee in the husk; we had not experience enough to answer the same at the time, but can do so now:

1. --Trials have been made in England to mix and sell the roasted husk with the beans--if such a course is successful it will add value to the importation of Coffee in the parchment, to the detriment of other adulterants universal in all countries.

2.—Undoubtedly it will render the machinery now worked by Planters and others comparatively useless. This already is a recognised fact. Costa Rica and Guatemala, where the most extensive and costly machinery has been set up, find the net return for the same Coffee cleaned in London so much more lucrative than if cleaned abroad, in many cases by several shillings per cwt., and the Trade are daily adopting the change. This is a proved result, and in numerous instances the outturn of weight is also more beneficial, which answers the very poor remarks about destruction and loss of weight by rot on board.

3.—As reduced freights on the r highway this is unlikely, as with sea freights, there will be some little increase in the charges; at first this was excessive, but it probably is now already judiciously modified. About the export duty we cannot form an opinion, but as to any worth for the purposes of measure it is absolutely thought, on this side, that the value is not a very important element.

We have not the slightest doubt in our own mind that at some future day the whole of the Brazilian production will be sent forward to Europe and America in the parchment. It will have to be recognised that the additional cost of washing Coffee instead of "sun-drying" in Rio, as well as in Santos, will be largely compensated by the increased returns, the improvement in the output and the gain of interest in time, besides other advantages, will tell in the end, and the abolition of Slavery, in connection with the Labor question, is the

Measrs. Cook & Co are in error in supposing that we made the objections referred to. We expressly stated that they were those of a correspondent of the *Toronto do Comercio*, and we have already called attention to the possibility that preparation of coffee would be delegated to the consuming markets. It has its inconveniences, and is hardly practicable so long as the larger plantations of these three disrepair and their place is filled by small planters, then we agree, that London and other European markets will prepare that coffee shipped hence in the purchase. We have only to add, that we are now in the market for all grades of *utricles* and *utricles* from the Rio de Janeiro, Rio Negro, and Rio de Janeiro.

## GOVERNMENT AND PROVINCIAL BONDS

EMISSION	CIRCULATION	DESIGNATION	INTEREST	NOMINAL VALUE	LAST SALE	LAST QUOTATIONS
33,675,100\$000	120,475,000\$000	} Apolice..... Jan July	5 ½ %	200—1,000	074\$000	073\$000 — 075\$000
50,000,000 000	50,000,000 000				—	—
7,997,000 000	7,997,000 000				—	—
19,000,000 000	119,600,000 000				—	—
19,335,500 000	19,335,500 000				—	—
35,875,000 000	35,875,000 000	do Loan of 1868	6 ½ %	1,800,000	1,130 000	1,130 000 —
19,222,100 000	7,959,600 000	do 1879	6 ½ %	1,800,000	1,030 000	—
—	—	Province of Rio de Janeiro	6 ½ %	200—500	100 00	—
<b>HYPOTHECARY NOTES.</b>						
—	845,100\$000	Brazil.....	5 ½ %	100\$000	77 ½ %	—
—	4,074,557 000	Credito Real do Brazil.....	5 ½ %	100 000	92 ½ %	76 00—77 00
—	7,224,100 000	do do	5 ½ %	100 000	92 ½ %	— 83\$000
—	5,418,700 000	do do de S. Paulo.....	5 ½ %	100 000	92 ½ %	— 83\$000
—	6,441,000 000	Predial.....	5 ½ %	100 000	68 00	— 68\$000

## DEBENTURES AND SHARES

CAPITAL.	SHARES.	ISSUED.	PAID UP.	PAID UP.	RANKS.	RESERVE FUND.	LAST YEAR.	LAST DIVIDEND.	LAST QUOTATIONS.
								AMT.	PAYD.
300,000\$	7,500	All	200\$	All	Auxiliar.....	28,282,915	200,000	10,000	July 1888
1,000,000	165,000	All	200	All	Brazil.....	7,844,113	264,000	9,000	July 1888
100,000,000	50,000	All	200	All	Commercial do Rio de Janeiro.....	1,958,515	510	245,000	July 1888
2,000,000	10,000	All	200	100	do do S. Paulo.....	8,187,740	75,000	3,000	July 1888
12,000,000	60,000	All	200	100	Comercio.....	1,110,000,000	230,000	15,000	July 1888
20,000,000	100,000	All	200	100	Credito Real do Brazil.....	159,240	657	80,000	July 1888
5,000,000	100,000	All	200	50	do do S. Paulo.....	145,760	577	61,000	July 1888
1,000,000	100,000	All	200	50	Delegacao.....	109,000	130	10,000	July 1888
4,000,000	50,000	All	200	40	English Bank, Limited.....	£ 140,000	110	6 1/2	May 1888
6,000,000	10,000	All	200	40	Industrial e Mercantil.....	980,000	100	6,000	July 1888
20,000,000	50,000	All	200	40	Internacional.....	240,000	000	250,000	July 1888
£ 1,250,000	62,500	All	200	40	London and Brazilian, Limited.....	£ 195,000	200	8 1/2	Apr. 1888
1,000,000	10,000	All	200	40	Mercantil de Santos.....	500,000	000	200,000	July 1888
1,000,000	10,000	All	200	40	Popular.....	100,000	000	10,000	July 1888
4,000,000	20,000	All	200	40	Prefil.....	150,000	000	40,000	Jan. 1888
10,000,000	50,000	All	200	40	Rural e Hypothecario.....	2,561,473	808	935,000	July 1888
1,000,000	10,000	All	200	40	Torcedo e Mercantil.....	2,447	938	1,000	July 1888
10,000,000	50,000	All	200	40	Uniao de Credito.....	58,618	850	62,000	Apr. 1888
12,000,000	60,000	All	200	200	RAILWAYS				
6,000,000	30,000	All	200	200	Bahia e Minas.....	—	120,000	7 1/2	May 1888
1,300,000	6,500	All	200	200	do do delectantes.....	—	185,000	8 1/2	May 1888
10,000,000	50,000	All	200	200	Braganca.....	1,164,300	130,000	10,000	July 1888
1,500,000	7,500	All	200	200	Campes e Caneavelas, and Navigation.....	—	185,000	6 1/2	May 1888
1,000,000	5,000	All	200	200	Emporio Santo e Caneavelas, and Navigation.....	17,586	100	4,000	July 1888
1,500,000	7,500	All	200	200	Fazenda de São Paulo.....	—	120,000	10,000	July 1888
1,000,000	5,000	All	200	200	do do delectantes.....	—	170,000	6 1/2	July 1888
50,000,000	250,000	All	200	200	Leopoldina with rails.....	41,347	477	3,000	July 1888
—	—	All	200	200	do do delectantes.....	—	153,000	—	—
—	—	All	200	200	do do delectantes.....	—	170,000	—	—
15,279,800	76,395	All	200	200	do do delectantes.....	—	128,000	6 1/2	Oct. 1888
£ 185,500	9,277	All	200	200	Malké e Caneavelas.....	—	55,000	6 1/2	Oct. 1888
8,882,750	44,412	All	200	200	do do delectantes.....	129,000	000	75,000	July 1888
4,977,000	24,885	All	200	200	Oeste de Minas.....	22,751	761	180,000	Aug. 1888
413,300,000	2,066,500	All	200	200	do do delectantes.....	—	100,000	7 1/2	Aug. 1888
1,000,000	20,000	All	200	200	Piedade do Rio de Janeiro.....	16,717	460	200,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	36,000	—	—
1,000,000	20,000	All	200	200	do do delectantes.....	—	95,000	6 1/2	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	194,000	6 1/2	July 1888
1,000,000	20,000	All	200	200	S. Isabel do Rio P.....	471	493	188,000	7,000
1,000,000	20,000	All	200	200	do do delectantes.....	—	185,000	7 1/2	Sept. 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	140,000	7 1/2	Sept. 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	180,000	8 1/2	July 1888
1,000,000	20,000	All	200	200	Santo Antonio de Palmar delectantes.....	—	180,000	7,000	July 1888
1,000,000	20,000	All	200	200	S. Paulo e Rio de Janeiro.....	—	200,000	—	—
1,000,000	20,000	All	200	200	do do delectantes.....	—	25,000	—	—
1,000,000	20,000	All	200	200	Sapucahy.....	—	40,000	—	—
1,000,000	20,000	All	200	200	Sorocabá with rails.....	—	180,000	—	—
1,000,000	20,000	All	200	200	do do delectantes.....	—	35,000	—	—
1,000,000	20,000	All	200	200	do do delectantes.....	—	78,000	6 1/2	Sept. 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	450,000	6 1/2	July 1888
1,000,000	20,000	All	200	200	União Valenciana.....	38,185	749	80,000	July 1888
1,000,000	20,000	All	200	200	TRAMWAYS				
1,000,000	20,000	All	200	200	Carris Urbanos.....	90,730	000	400,000	8,000
1,000,000	20,000	All	200	200	do do delectantes.....	—	470,000	6 1/2	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	192,000	7 1/2	July 1888
1,000,000	20,000	All	200	200	Laraja Botacao.....	147,000	1,000	5,000	July 1888
1,000,000	20,000	All	200	200	Latinas delectantes and tunnel.....	—	255,000	1,000	July 1888
1,000,000	20,000	All	200	200	Niteroi.....	—	200,000	8 1/2	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	100,000	6 1/2	July 1888
1,000,000	20,000	All	200	200	Pernambuco.....	44,136	568	100,000	7 1/2
1,000,000	20,000	All	200	200	do do delectantes.....	—	190,738	008	10,000
1,000,000	20,000	All	200	200	S. Christovão.....	449,663	428	271,000	15,000
1,000,000	20,000	All	200	200	S. Paulo e S. Amaro delectantes.....	—	188,000	8 1/2	July 1888
1,000,000	20,000	All	200	200	S. Paulo e S. Amaro delectantes.....	—	218,000	4,000	July 1888
1,000,000	20,000	All	200	200	TRAMWAYS COMPANIES				
1,000,000	20,000	All	200	200	Avaraz Street Navigation.....	1,600,775	100,000	8,000	June 1888
1,000,000	20,000	All	200	200	Brazil de Navegacao.....	864,433	504	983,000	10,000
1,000,000	20,000	All	200	200	Porto de delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	Nacional de Navegacao.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	10,000	July 1888
1,000,000	20,000	All	200	200	do do delectantes.....	—	255,000	1	

## Insurance.

## BRITISH &amp; FOREIGN MARINE INSURANCE COMPANY, LIM'D.

Capital ..... £1,000,000 sterling

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Authorized 1870

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Authorized 1884.

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OLD REGULAR LINE OF SAILING PACKETS BETWEEN THE

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" 9	Trent	Southampton and Antwerp calling at Bahia, Macao, Pernambuco, S. Vincent, Lisbon and Vigo.

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CARRYING THE U. S. AND BRAZILIAN MAILS

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Captain BEERS

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## NEW YORK

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PARÁ, BARBADOS and ST. THOMAS

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	cabin	steerage
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New York, .....	\$145	\$75
" & back, .....	\$275	"

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With the beginning of its 15th volume (January, 1888) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from their will be made. The News will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question fairly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

In addition to a large circulation in the United States and Europe, where its commercial reports are much appreciated, The News has a wide circulation throughout Brazil, thus making the paper a valuable advertising medium. The rates charged are 1\$ per inch per quarter, with a reduction of 20% for additional space and time.

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